

Taking it to the T: The MBTA and the Office for Commonwealth Development (OCD) have created a partnership with designated communities to use T-owned land to catalyze high quality, transit-oriented development at T stops.

- We will work with communities to create a common vision for the station district.
- We will bring the coordinated resources of the Commonwealth agencies to help implement that vision.

The communities: Four communities were selected to recognize their readiness to embrace well-planned growth as a means to achieve a vibrant and prosperous future for their communities. The selected station areas were chosen to represent a range of TOD opportunities:

- revitalizing an older downtown (Malden Center), or village center (Waverly, Belmont)
- creating a new beachfront mixed-use district (Wonderland, Revere) and
- retrofitting low density industrial sprawl to create a connected neighborhood for living and working. (Mishawum, Woburn)

The program: This pilot program provides strategic technical assistance for outreach, planning, marketing and RFP development. Consultant teams working on the project include Goody Clancy Associates, STV Inc., Howard/Stein-Hudson, and The Cecil Group. OCD and the MBTA are coordinating the input of state agencies DHCD, EOEA, (including DEP and DCR), EOTC and DOER with cooperation from the Department of Business and Technology, Transit Realty Associates, MassHousing and MassDevelopment.

The larger trend: The time for this effort is right. All across the region, communities are accepting higher density, mixed-use developments at transit stops. While a few suburban communities engage in high profile Nimby actions, many others recognize that concentrating their growth at appropriate locations will minimize traffic impacts and pressure on open space. They acknowledge that mixed-use districts on transit links add vitality, services and amenities for the whole community. Over the next year, we plan to showcase a long list of ongoing projects adding up to over 10,000 new housing units in various stages of planning, permitting, construction or recent completion.

How it works:

1. The MBTA identifies key surplus parcels of land for development
2. The MBTA, with OCD, brings planning consultants and works with community to develop the vision.
3. The community working collaboratively with the state supports the vision through zoning changes, and timely permits.
4. OCD coordinates the roles of state agencies in assisting, reviewing, implementing and supporting the projects.
5. A detailed RFP goes out to the development community with a timetable for permitting projects.

Application of the Office for Commonwealth Development's Principles for Sustainable Development:

1. Redevelop first: This is a great example of using what we have. The MBTA reviewed their existing assets of land and transit service and found several key opportunities to expand and improve them. These projects will build on existing infrastructure, clean up brownfield lands, improve public lands, and increase use of the transit systems.

2. Concentrate growth: These station area plans will promote compact, dense, and mixed-use development. The cooperation of all our agencies illustrates further the benefit of concentrating activities, agencies and assets. In Revere, the conjunction of the developable land fronting public park space will add value to both components and produce benefits for the widest community.

3. Be fair: Through an inclusive planning process we will arrive at a vision for each site that has broad based support. Those visions will be the bases for the RFP's put out to the development community providing the private sector with a new level of understanding of the local and state goals for the project. By working for a shared vision up front we will offer the private sector a more predictable and cost effective path to development.

4. Enhance the environment: By concentrating new development in these parking lots, we are helping to reduce the development pressure on the farms and forests of the commonwealth. These projects will actually improve the land they sit on and will add public amenities to areas that need them.

5. Conserve resources: As a sponsor of the planning process, we can bring to these projects new standards for energy efficiency and sustainable design.

6. Expand Housing Opportunities: Each of these projects will have a substantial housing component, the particulars will vary with the sites and circumstances. All four sites together will add at least 1,000 new units to the metro area. Projects currently underway within 1/4mile of T stops will bring a total of over 10,000 new units with walking access to transit.

7. Provide transportation choice: By locating housing, jobs and services at T stops, these project will increase access and mobility for thousands of Mass residents and workers.

8. Increase job opportunities: New housing along transit lines serves to support major regional employers, including some of our most significant "engines for economic growth" - the universities and hospitals. Expanding housing in towns fosters local business.

9. Foster sustainable businesses: In helping to create the RFP, we can build in a preference for sustainable businesses. More importantly, businesses located on transit and near housing contribute to the sustainability of the region and the lifestyles of the community.

10. Plan regionally: As beads on the regional transit system, all these projects have regional impacts and are conceived to address needs regionally.

Next stop WonderlandRevere

Background: This site is the most compelling visually as it includes acres of parking lots along a spectacular beachfront. Here too, we have the most complex and rewarding opportunity. The city of Revere has been trying to bring development to this area and to these parcels in particular for decades.

The City has vigorously worked on parts of the site. Over several decades they have done master plans, zoning revisions and marketing studies. The state has been a participant some of these efforts. A master plan was done for the MDC property by Carol Johnson in 1979.

What is needed now is an integrated vision for the entire area including the beachfront park, the developable land surrounding the T stop and different options for linking the blue line and the commuter rail.

Opportunity: This encompassing vision is what we propose to create with the community. Such a holistic approach will offer several advantages for all parties.

- **Coordination:** The MBTA, the OCD agencies, working with the Office for Business and Technology can greatly enhance the development opportunities of the site.
- **The big picture:** Revere has been concentrating on putting out Parcel H for development. The T retains ownership of the sites behind parcel H, and DCR owns the land immediately to the north. All of these pieces need to be planned together. The value of parcel H will rise with the predictability of its surroundings. The RFP for Parcel H must be designed to increase the exposure and value of those adjacent pieces.
- **World class parks:** Improving the quality of the parkland along the beach will increase the value of all the developable land. And the development of land adjacent to the park can provide public-private partnerships to improve and maintain the park.
- **Transit connections:** The MBTA and OCD planning for a long-term solution to the Blue Line/ commuter rail connection can be factored in to an overall plan.
- **Future development:** Creating an overall vision for the long term development of the area will give the city the opportunity to address future development of the privately owned sites. The characteristics of the public realm in this beachfront district can be planned for and promoted.
- **A new employment center:** Minutes from the airport and downtown on a direct transit line this site is located to provide an optimal business and hotel environment, with restaurants and amenities along the beach.

Reopening Downtown**Malden Center**

Background: Malden has done substantial planning for revitalizing their downtown. Over the last few decades, hundreds of units of housing have been added to the town center and approximately 500 more are in the works. As a result of earlier, now outmoded, urban renewal goals, the main street of Malden's town center was truncated and disconnected from the transit stop in an effort to create a pedestrian plaza. The community is now ready to consider re-opening the street and moving City Hall. The MBTA and OCD are adding the strategically located T- owned properties to complete the master plan. This would improve the access to the T, revitalize the main street (Pleasant Street) and bring the T property, with the Orange line station, back into the heart of downtown.

The opportunity: Because of the work done to date, including work by John Connery & Assoc and Goody Clancy & Assoc., the community is poised for the next step.

- **Timeliness:** Adding the T property into the discussion right now enables the community, and the T to capitalize on the surge of commitment to the downtown.
- **University housing:** The orange line connections to universities and hospitals create an opportunity for graduate student housing.
- **Interested developers:** The city is preparing an RFP for interested developers who could expand their plans across the street to include the T site.
- **Coordination:** Together, the MBTA, OCD agencies, MassHousing and Mass Development can increase the opportunities in the area.

Place from No Place**Mishawum Station, Woburn**

Background: This area is a combination of brownfield and greyfield sites. While there are many jobs in the area, they are very dispersed and disconnected from nearby transit and amenities. Consequently workers and shoppers are dependent on single occupancy automobiles and the area is at once underutilized and congested.

The opportunity: The area around the Mishawum station includes a major highway, a large regional shopping mall, single story industrial buildings and a residential neighborhood on the edge. In this context, the commuter rail station is not well used. The insertion of some high-density housing, amenities and local transportation could retrofit this classic example of low-density industrial sprawl.

- **Housing:** located here, housing would offer access to jobs all along the commuter rail line.
- **Full Service Station:** development at the Mishawum station might make reopening the station viable, (a high priority for the community.)
- **Better connections:** A plan could include TDM strategies, a shuttle linking industrial parks to the T, better pedestrian/bike connections, and improved access to the mall and to Anderson RTC.
- **Improved reverse commute** potential for the T and reduced pressure on the 128 interchange.

The Railroad Suburb**Waverly Station, Belmont**

Background: In this community the MBTA and OCD are joining an effort to replan the village center around Waverly Station. Belmont had launched a planning exercise with the Cecil Group. They contacted the T and asked to fold in to their plan the air rights over the station at Waverly.

The area around the station includes small retail, a supermarket, residential neighborhoods and large institutions. It is an excellent example of the traditional village center where decades of accommodating traffic and parking have reduced the development density and walkability around the rail station.

Opportunity: To provide mixed-use development directly at the commuter rail station while strengthening the fabric of the village center.